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—and see the improvement
in your whole appearance.

CAPE

With business sacks of
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Fownes of tan or cordovan
capeskin.

BUCK

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ful homespun, Fownes of
buckskin may be worn,
in either the natural buck,
cream, butternut or beaver
shades.

MOCHA

With frock or morning
coat, Fownes of velvety
mocha, in grey or slate are
required.Whether for man, woman
or child, — and whatever
the occasion — there's a
Fownes of the proper mat-
terial, texture, size and
shade!
Every pair will give you
the service you are entitled
to.
The genuine are always
garnished Fownes in the
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glove.If you have any difficulty
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Room for Favorites.

LONG SCANDAL RECORD

Reign of Terror Began With
Enright's Appointment,
and Still Continues.

THOSE INSIDE GET RICH

Inspectors and Friends of
Commissioner Show Sud-
den Opulence.

Herewith is published the first of a series of articles dealing with the conduct of the departments of the city government under the Hyman administration. These articles will be published daily during this week. The article to be published to-morrow will deal with the Hyman administration's record as regards New York city's schools.

It has long been a municipal dictum that a city administration must be prepared to stand or fall as judged by the efficiency and integrity of its Police Department. Under this test the administration of Mayor Hyman has been weighed in the balance and found wanting.

Mayor Hyman's first Police Commissioner was Frederick H. Bugher, who had made an approved record as a deputy under Gen. Bingham, a former Commissioner, and who is said to have had the endorsement of Samuel Untermyer, afterward general counsel to the Lockwood committee. Commissioner Bugher lasted less than one month. His retirement was the first serious breach in the Hyman cabinet. The Mayor demanded Mr. Bugher's resignation for the ostensible reason that the Commissioner had refused to suspend certain motorcycle policemen accused of grafting from automobiles.

Commissioner Bugher pronounced this a mere pretext. He already was taking steps to bring these cases to trial, he asserted. The Mayor's real reason, he said, was that he, Commissioner Bugher, would not tolerate dictation in the department after having had the Mayor's assurance that he should be "unbound and unfettered."

Declined to Appoint Solovet.

In his explanatory letter to the Mayor Commissioner Bugher wrote: "Yesterday Mr. O'Hara (Detective Sergeant Irving O'Hara, the Mayor's brother-in-law and personal attendant) came here with a man who impressed me most unpleasantly, with the peremptory message from you that I appoint him property clerk. On Saturday you unexpectedly confronted me with Mr. Smith and placed me in a most embarrassing position in connection with your decision that I appoint him a deputy."

Other suggestions, such as that of Mr. Solovet, and your letter strongly urging Mr. Schneider as the Brooklyn deputy, have also given me great uneasiness.

"I have been particularly disturbed by your frequent urging that I take guidance and advice from one of the subordinates in the office and listen to his views, which are to be conveyed to me by him through you. If not directly by him to me.

"I have no friends to favor or reward, no enemies to punish, no political ambitions to further and no politician with a string tied to me. I could not have continued to serve as Police Commissioner without the abandonment of my principles and the loss of all self-respect."

The "Mr. Solovet" to whom this letter refers was Joseph A. Solovet, a young Brooklyn criminal lawyer, a close friend and protégé of Mayor Hyman. During the latter's campaign for the Mayorship it was Solovet who had donated the use of his automobile and to whom Mr. Hyman referred jokingly as "my commissioner of transportation."

District Attorney Harry E. Lewis and Assistant District Attorney Conway, both of Kings county, spoke of Solovet as having been "known for many years in Brooklyn as attorney in court for professional pickpockets."

After Solovet failed of appointment in the Police Department Mayor Hyman placed him as an assistant in the office of the Corporation Counsel at \$3,000 a year. He was suspended from that post last December, when a Federal Grand Jury indicted him and he was arrested, charged with attempting to bribe a revenue officer to drop a charge against Benjamin Gross, accused of conspiracy to violate the Volstead act. The indictment was dismissed on a technicality, and Mayor Hyman immediately reinstated the accused man. Solovet, however, resigned his job last February. In April Judge Manton in the United States Circuit Court refused to dismiss a second indictment and ordered the case to trial.

Enright's Sudden Rise.

On January 23, 1918, the day the Mayor received Commissioner Bugher's resignation, he appointed as Police Commissioner Lieut. Richard E. Enright. The man whom Hyman summoned from behind the desk in a Williamsburg police station to wear the golden badge carried by his predecessor had been for twelve years president of the Police Lieutenants' Benevolent Association. Though he stood high on the eligible list, Arthur Woods and other Police Commissioners had refused to promote him to a captaincy. In the force his reputation was that of "a police politician." It was Gen. Bingham who once said of "Dick" Enright, "That man is the smartest man on the force and he'll pretty near own it if he doesn't die first."

Commissioner Enright's first acts were to appoint as acting Chief Inspector John Daly an acting Chief Inspector, John A. Leach of Queens as acting First Deputy Commissioner and to promote to lieutenant Inspector Capt. Dominick Henry, whom he placed in command of the new Tenderloin precinct, one of the most coveted and vital districts in Manhattan. Inspectors Henry and Leach were elevated to Deputy Commissioners.

career has included a conviction of perjury, imprisonment in the Tombs and a subsequent reversal of verdict at the hands of the Appellate Division, since which he has been restored to duty in the upper Bronx inspection district.

Inspector Henry is one of a large number of high police officials who are not averse to taking "a flier" now and then—or habitually—in the Street. Recent testimony before the Meyer legislative committee revealed him as speculatively active even during the period when he was occupying a Tombs cell pending a day of sentence and for a year before the indictment against him was dismissed. In one transaction the inspector appeared as having taken down to his brokers \$350 in a deal involving the purchase of stock, costing \$25,000. Again, during the dark days of his incarceration, he sought from his certain interests, to which he had been friendly in the matter of plotting, gratuities amounting to \$500, and on the same day sent down \$21,000 to his Wall Street brokers to cover his accounts.

Albert Bohning, piano manufacturer, who is organizing business men in opposition to the reelection of Mayor Hyman, said a few days ago: "During the years of Mr. Hyman's administration there has been practically one unsolved murder for almost one day in every four. The loss from burglary has amounted to hundreds of millions of dollars, and the companies which deal in burglary insurance have wound up, in spite of advances in premium which the people have had to pay. Robbery with violence has correspondingly increased."

When the Meyer committee began to probe the Police Department last September some of the revelations it made were these:

That Allan A. Ryan, formerly a broker, whom Commissioner Enright had appointed a Special Deputy Police Commissioner, serving without pay, as an act of friendship carried through in Enright's name a flier in "Morton Pate," as a result of which the son of Thomas Fortune Ryan, who had been a check for a profit of \$12,083. It was practically a gift, Mr. Enright said. He maintained, however, that the transaction was a genuine and not a fictitious one. Another gift, from Ryan, was a Stutz car, which Enright testified was a wedding present to his wife.

That former Inspector "Eddie" Hughes, whose account with the same broker, Ryan, in 1918 was over \$7,900, so prospered as the head of a private detective agency after his retirement from the police force that his account the next year had reached \$115,000; that Hughes two years after his retirement bought the Sutter estate of Thomas F. Ryan, one of the finest in Rockland county, including a residence of two and a half acres and fifty-six acres of gardens and improved lands, and that the Hughes bank accounts showed deposits exceeding \$1,069,000.

Called Fifty-Fifty Partners.

James Audette, a wealthy contracting stevedore, testified that for services rendered by the Hughes agency in guarding his plant and shorefront property in which he was interested he had paid to Hughes more than \$100,000 in a single year; that he, Audette, had started Hughes in business and that Hughes had been a partner in the Hughes-Hughes partnership, which Hughes and Enright, under oath, both denied unservedly all Audette's charges.

That Inspector John F. Dwyer, commanding the police reserves had formerly in charge of the Tenderloin district, had at least \$38,000 in Wall Street deals within two years; that an uptown apartment house was bought at a cost of \$154,000, title vesting in the name of Dwyer's son, James, and that "the boy" sailed soon afterward for Bombay; that the inspector, according to his own testimony, paid \$30,000 cash in making the purchase.

That discipline had become so lax that in scores of cases, which the Meyer committee found in the police, policemen guilty of extortion, bribery, coercion, theft, assault and other crimes had escaped with punishment ranging from a mere reprimand to loss of pay for from three to thirty days.

That transfers or appointments in the uniformed force were frequently made upon requests or suggestions coming directly from city hall or from Tammany district leaders, as was indicated by scores of letters subpoenaed from the official files, bearing such signatures as that of Grover Whelan, Commissioner of Plant and Structures and formerly Hyman's secretary, or of Thomas J. (The) McManus, a Tammany district leader.

Military Glory for Hyman.

That Enright desired to have the Mayor escorted about town by a specially drilled cavalry troop of thirty-four mounted men and motorcycle policemen, and that "the band and field music be trained in salutes to the Mayor, i. e., flourishes and ruffles, these being the same as the honors paid to a Major-General of the army."

Among sensational police episodes apart from the Meyer inquiry were these:

The indignant resignation on December 12, 1920, of Ellen O'Grady, Fifth Deputy Police Commissioner, who accused Enright of "hounding her and treating her like a dog." She charged that politics was rampant within the department; that she had been curbed in her efforts to check vice in motion picture theatres, and that "Eddie" Hughes and another man had attempted to cause the arrest of two wealthy men on charges made by young girls.

The forced resignation a few weeks later of Enright's secretary, John C. Hackett.

The dismissal on March 19, 1920, of Third Deputy Commissioner Augustus Drum Porter after his indictment for the alleged neglect of duty in connection with a vice raid. On Porter's trial the jury disagreed and last April Judge Rosalevy quashed the indictment.

Indictment by the Whitman Grand Jury of Police Captains William A. Bailey and Percy M. DuBois on charges of receiving unlawful fees, and of Detective Sergeants Owen Horan and others on similar accusations.

Sentencing by Judge Crain of Charles "Fitz," an acting detective sergeant on the staff of Chief Inspector Lahery, to serve from two to four years in Sing Sing for clubbing citizens brutally.

CLARK SAYS TAMMANY
RUNS SWANN'S OFFICEHid Relations of Hyman and
Hetrick, He Asserts.

John Kirkland Clark, coalition candidate for District Attorney, in a statement last night declared that if the District Attorney's office had been under the control of Tammany Hall during the building material investigation a definite association between Mayor John P. Hyman and John T. Hetrick would have been definitely proved. Hetrick, the "brains" of the cut stone contractors and the plumbers' rings, is now serving a term in Sing Sing prison.

Mr. Clark added that Robert P. Beindoll would have been sent to prison long before he was had the District Attorney's office been "fully capable of dealing with conditions which were recognized as evil by every one else in New York."

LITTLE POLES TO GET COATS.

The American Relief Administration is making \$500 overcoats a day in Warsaw, Lodz and other Polish cities for the children of Poland this winter. The administration employs more than 1,000 persons to cut, sew and distribute these garments. Distribution of 550,000 pairs of shoes, an equal number of pairs of warm stockings and of other essential articles now is being made.

CURRAN GIVES INSIDE
7-CENT FARE STORYTells of Hearst's Boston
Man's Introduction to
Shonts by Hyman.

SCHEME BALKED THEN

Calls 5 Cent Issue 'Fundamental
Fake,' Real Idea
Being to 'Soak City.'

HEARST'S PAPER QUOTED

In Boston Supports 10 Cent
Rate Openly Without Mask
or Pretence.

Henry H. Curran, Republican-coalition candidate for Mayor, last night branded Mayor Hyman's five cent fare campaign cry as "a fundamental fake."

In support of that assertion Mr. Curran quoted a letter from Gov. Samuel W. McCall of Massachusetts to Grenville S. MacFarland, William Randolph Hearst's Boston lawyer, and Mr. Hearst's Boston newspaper to show that the ten cent fare the Boston people pay was a result of the work of Hearst and MacFarland.

Mr. Curran then repeated his charge that Mayor Hyman two years ago tried to help the late Theodore P. Shonts, president of the Interborough, "soak the city with a seven cent fare," and declared that the person through whom the Mayor expected to accomplish that was then the same Mr. MacFarland who, he alleges, got the increase for the Boston transit interests, and "carried out Hearst's orders there just as Hyman carries out Hearst's orders here."

"The only difference," Mr. Curran said, "is there was no mask or pretence about it in Boston."

On the contrary, he said, while Mr. Hearst's newspapers make a great show of fighting the transit interests and higher fares, Hearst's Boston paper, the Boston American, came out with the transit people for the increased fares Boston riders now pay.

Hypocrisy in Fare Campaign.

"Now," said Mr. Curran, "we understand the whole hypocrisy of Mayor Hyman's talk about a 5 cent fare. At Mr. Hearst's bidding he was willing to barter it away in order to put over with the companies a scheme of his own."

"What will he do at Hearst's bidding if we grant his demand that he enjoy four years more as Mayor of New York? How soon will he try to sell us out again, when he is sure of four years more? And who will be Mayor—Hyman or Hearst?"

Here is Mr. Curran's statement: "Yesterday I showed that Mayor Hyman, who talks a lot about a 5 cent fare, did his best to saddle us all with a 7 cent fare. From testimony given under oath before the Public Service Commission I proved that Mayor Hyman, only a little more than two years ago, went into a deal with the late Theodore P. Shonts, president of the Interborough Rapid Transit Company. The object of the deal was to soak the city with a 7 cent fare."

"On the stand Mr. Shonts swore that Mr. Hyman invited him to come to the City Hall. Arriving there he met a man whom the Mayor introduced as Mr. MacFarland, Mr. Hearst's lawyer. Mr. Hyman told him that Mr. MacFarland was the man who put over the trust scheme of control of the Boston transportation system. Mr. Hyman also told Mr. Shonts that Mr. MacFarland would help the Interborough officials get a 7 cent fare for their lines."

"The people will stand for an increase of fare if they know they are going to get the benefit of it themselves, when they would not if they knew a private corporation was going to get the benefit," Mr. Hyman said in Mr. Shonts's testimony.

"We saw how the plan was discussed at several secret conferences between Mr. Hyman and Mr. Shonts and it was finally dropped, why I do not know, unless the traction officials wanted even more than the 7 cents that Mr. Hyman was ready to give them."

"I was interested in all this, because it proved that Mr. Hyman's 5 cent fare cry was a fundamental fake. That is exactly what it is."

"Now, I have looked up this Mr. Mac-

Where Candidates Will
Address Voters To-day

HENRY H. CURRAN, Republican-coalition candidate for Mayor, and his running mates, Senator Charles C. Lockwood for Comptroller and Vincent Gilroy for President of the Board of Aldermen, will speak to-night at:

Hettinger's Hall, Seventh avenue and Broadway, Long Island City.

Newtown High School, Chicago street and Gerry avenue, Elmhurst.

Riviera Hall, Jamaica avenue and Union Hall street, Jamaica.

Unity Republican Club, Gave and Bushwick avenues, Brooklyn.

William Travers Jerome, who stirred Manhattan last week in "a half of Mr. Curran, is to speak also at the Brooklyn meeting to-night."

Mayor Hyman and his associates, Comptroller Charles L. Craig and Murray Hubert, Democratic candidate for Aldermanic President will speak to-night at meetings at the following places:

Turn Hall, Lexington avenue and Eighty-fifth street.

The Marquette Club, Waldorf-Astoria Hotel street, Jamaica.

Buchre and entertainment under the auspices of the House of the Good Shepherd, Commodore Hotel.

Farland. I have found out just what he did for Mr. Hearst in Boston. I have also found out just what he and Mr. Hearst did to the people of Boston. Mr. Hyman was absolutely right when he promised Mr. Shonts that Mr. MacFarland could get the fare raised for the traction companies in New York. That is exactly what Mr. MacFarland did in Boston, only he never adopted 7 cents, but kept on increasing the fare until the citizens in that city now pay 10 cents where they formerly paid only 5 cents prior to Mr. Hearst's benevolent interest in their welfare.

"Hearst waged his fight for a higher fare through his newspaper, the Boston American. There was no mask or pretence about it up there. Mr. MacFarland carried out Hearst's orders there, just as Hyman carries out Hearst's orders here."

"I have just quoted from an editorial in the American—I mean Hearst's Boston paper, not his New York paper. He is playing a deeper game down here."

Higher Fare "Fair and Sound."

"This editorial was published early in 1919, and it reads as follows:

"It is not often that the American finds itself able to approve of any editorial position which the Boston Transcript takes, but the comment which the Transcript made upon the suggestion that the contract between the city and the elevated concerning the five cent fare be abrogated immediately, and that the elevated be allowed to charge a higher fare, with the consent of the Public Service Commission, before the well-matured plan of the Public Service Commission for a permanent solution of the street railway problem in the metropolitan district is considered is so fair and sound that the American is glad to quote it WITH APPROVAL."

"This is but one of a long series of editorials which the American of that winter, and which finally induced the Governor of Massachusetts to line up with Hearst in urging that the five cent fare be abolished and the trustees be authorized to raise the fare. The elevated acted and passed the elevated public control bill vesting power to operate in five trustees, appointed by the Governor of the State with authority to regulate the fare. These trustees took office on July 1, 1918. Their first act was to raise the fare in Boston to seven cents to begin on August 1."

"Here is a quotation from the Boston American of May 23, 1918, that shows the part Mr. MacFarland played in commencing the Boston plan. It is a letter from Gov. McCall of Massachusetts. The article in the American reads:

"The following letter was received to-day by Grenville S. MacFarland of the Boston American from Gov. McCall:

"MY DEAR MR. MACFARLAND: I send you herewith one of the quills with which I have just signed the bill for public operation of the elevated railway, in token of your earnest, early and effective advocacy of the bill. Very truly yours,

"SAMUEL W. MCCALL."

"There you have the trade facts. There is the evidence that Mayor Hyman actually imagined he could get away with a deal with Shonts whereby, in return for concessions on the part of the Interborough, Rapid Transit Company, the company's agreement to the trustee system, car fares could be raised in this city from five cents to seven cents."

Mr. Hyman and Mr. Shonts and their first secret meeting with Mr. MacFarland in August, 1918, according to the testimony. At that meeting, when Mayor Hyman told the traction magnates that Mr. MacFarland would help him get a seven cent carfare, those seven cent carfares were already a fact in Boston, due to the assistance of this same Mr. MacFarland and his mighty partner, Mr. Hearst.

"Now, where does Mr. Hyman stand with his parrot like cries of five cent fare? We know that he has no consideration whatever for our people's suffering from the subway service jam. His daily jaunts about town in an upholstered limousine make it impossible for him to understand what it is to be a straphanger, jammed and huddled in a suffocating subway car."

HIRSHFIELD TALKS
OF PULP MILL GRABS'Rivers Canalized and Dams
Built to Help Private
Interests.'

BENEFIT TO PUBLISHERS

Commissioner Says Senator
Brown Helped Out Tim-
ber Holders.

David Hirschfield, Commissioner of Accounts, gave out the following statement yesterday:

"The International Paper Company is one of the largest paper manufacturing corporations in the country. Ogden Mills, the vice-president of the International Paper Company, is a director of the New York Tribune Publishing Company, and Ogden M. Reid, a director in the International Paper Company, is president of the New York Tribune Publishing Company. Of course, the Mills and Reids are also deeply interested in railroads and other corporations."

"The International Paper Company has pulp mills on Beaver River, in the Adirondacks. That company wanted a water course for floating pulp logs all the way from the forest to the mill. "Yesterday it was pointed out how, in 1904, Senator Brown, the chief counsel for the Meyer investigating committee, introduced and passed a bill allowing private parties to condemn Adirondack streams for floating logs and lumber and how that bill became a law in spite of the protest to Gov. Odell by the Board of Trade and Transportation, which characterized it as being one of those measures adroitly designed to accomplish a purpose forbidden by common law, constitutional and moral law, and declared that this bill "was introduced for the benefit of some one who had lumber somewhere on hand and wanted the public waters for private use."

"To-day we show that the Black River in the Adirondack Mountains was canalized and that soon thereafter the pulp mill and factory owners on Beaver River claimed that by canalizing Black River water was diverted from Beaver River and that their power rights were damaged."

"To compensate them for this the State built a dam at Stillwater in Lewis County and the Black River Commission was created to regulate the discharge of water through the gates."

"The New York World of January 23, 1901, in referring to this subject said: "The International Paper Company had pulp mills on the river, and along about 1898 it discovered that if a dam were built further down the stream 10,000 acres of land would be flooded and would furnish a course for floating pulp logs all the way from the forests to the mills. So in 1897 Senator Elton R. Brown of Watertown had the Legislature pass a bill providing for the construction of a new State dam in Beaver River, to replace the old dam which, it was represented, was going to places. The cost, it was said, would be about \$7,000. The dam was not built on the site of the old dam, but down the river, where the pulp mill owners wanted it. The dam is far times as wide as the old structure and since 1901 the State has spent on it for construction and repairs over \$90,000."

"State Department officials asserted that the State practically made the pulp mills a present of this sum. As not a ounce of water has been diverted from the Beaver River to the Black River Canal in some years, the Superintendent of public works in his report recommends the abandonment of the canal."

"It is not surprising, therefore, that the Tribune and the Herald, Sun and Telegram, owned by Munsey, also a heavy stockholder with Morgan in steel and traction corporations, applauded the defunct Mire investigation, and it is no wonder that Senator Brown was selected by the interests as the handy man to come down to the city of New York to duplicate his previous successes in connection with legislation and investigations."

CURRAN'S RECTOR ASKS
HIS ELECTION IN PULPITCandidate Avoids Politics in
Two Church Addresses.

The Rev. Karl Relland, rector of St. George's Church, Stuyvesant Square, of which Henry H. Curran, coalition candidate for Mayor, is a member, appealed from the church pulpit yesterday morning to his congregation to aid in the election of the coalition ticket. He said that the last four years of board meeting confusion and the "disheartening revelations" of various inquiries, showed that "the city's first need is men of the highest grade in every important position in the government."

Mr. Curran spoke last night in two churches, Grace Methodist in 104th street and Chelsea in 178th street, but did not touch campaign issues, confining himself to an outline of the development of municipal social service.

Dr. Christian F. Reiser, pastor of the Chelsea church, said that while he did not believe in combining church and State matters, he did believe in talking the stand for the right man.

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